



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 19, 2002

Rock Island County
FAI-74, I-74
Section: 81B
Project: P-92-032-01

DOT Seq. # 9724
ITARP # 01094

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning archaeological properties and sites potentially to be impacted by the proposed project referenced above. A records search and archaeological survey in the 724 acre project area indicates that there are no previously recorded archaeological sites in the study corridor. Heavy urban disturbance has occurred over most of the study corridor and only areas near or on the bluff have any potential for intact archaeological deposits. Once final right-of-way plans are available any of these bluff areas with potentially intact prehistoric surfaces will be tested. There is no evidence of cemetery or burial sites nor archaeological properties subject to Section 4(f) of the 1966 National Transportation Act present in the study corridor.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, have been identified in the project area and that further testing of potential intact bluff areas will be necessary prior to the on-set of construction.

Very truly yours,

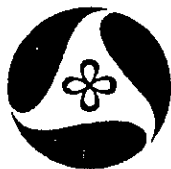
John A. Walthall, PhD
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

Deputy State Historic Preservation Officer

Date: 11/19/02

FEB 06 2003



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1215, FAX 515-239-1726

February 4, 2003

Ref. No IM-74-1(122)9--13-82
Scott County, Iowa
Rock Island County, Illinois

Dr. Lowell Soike
Deputy SHPO
Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

Ms. Anne Haaker
Deputy SHPO
Illinois Historic Preservation
500 E Madison
Springfield, Illinois 62702

Dear Dr. Soike and Ms. Haaker:

RE: I-74 Improvement across the Mississippi River at Moline, IL/Bettendorf, IA
Definition of Roles: *LASHPO R&C# 9802 82 041 8*

The Iowa Department of Transportation and Illinois Department of Transportation propose to jointly improve the Interstate 74 crossing of the Mississippi River between Moline, Illinois and Bettendorf, Iowa. The Iowa DOT and Iowa Division Office of the Federal Highway Administration (FHWA) are lead agencies for the planning, design, and construction of improvements to this transportation corridor. This construction will result in the removal of interstate vehicular traffic from the Iowa-Illinois Memorial (I-74) Bridge. The Iowa bound span of this suspension bridge has been determined eligible for the National Register of Historic Places. If another public owner and an alternate use is not found for this bridge, the project would ultimately result in the loss of this historic property.

In compliance with Section 106 of the Historic Preservation Act, the Iowa State Historic Preservation Officer (LASHPO) and Illinois State Historic Preservation Officer (ILSHPO) agree to maintain Section 106 review responsibilities for this project regarding historic properties within their respective jurisdictions. The LASHPO and ILSHPO also agree that the LASHPO will have Section 106 Review and Compliance responsibility for project effects upon the NRHP eligible Iowa bound span of the Memorial Bridge.

To signify that your agency is in accord with this definition of roles, please sign the concurrence line below. If you have any questions, please do not hesitate to contact me.

Sincerely,
Randall B. Faber
Randall B. Faber
Office of Location & Environment
randall.faber@dot.state.ia.us

RBF

cc: Andrew Wilson, Federal Highway Administration
Richard Kautz, Iowa DOT, District 6
John Walthall, Illinois Department of Transportation

Concur:

Lowell Soike
LASHPO

2-11-03
Date

Anne Haaker
ILSHPO
2-26-03
Date



Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

March 21, 2003

Mr. Jeffery W. Olson
CH2MHILL
1380 Corporate Center Curve
Eagan, MN 55121

RE: Proposed I-74 Bridge
Improvements - Moline, IL.
Detailed Action Report
IDNR Proj. No. 104209
Rock Island Co.

Dear Mr. Olson:

The Illinois Department of Natural Resources (IDNR) has reviewed the materials of the Detailed Action Report provided on the project referenced above and has the following comment.

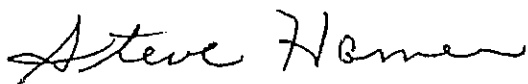
The Detailed Action Report identifies several Federal and State Listed mussel species that are known to occur in the project corridor. The project as described will adversely impact these listed species due to habitat loss and potential for harming individual species. It is the Department of Natural Resources biological opinion the proposed action is likely to result in an incidental take of the Higgins Eye Pearly Mussel, Spectacle Case Mussel, Butterfly Mussel and the Sheepnose Mussel. The Department strongly recommends that the Department of Transportation seek an Incidental Take Authorization (ITA) before proceeding with the project. The Incidental Take Authorization should include any other mussel species that may occur in the vicinity of the project.

The Bald Eagle is also a Federal/State listed species known to occur near the project area. The Department recommends that the data be reviewed and refined for the exact location of this species in the future as the project becomes more realistic for construction.

To comply with the Illinois Endangered Species Protection Act, it is recommended that the applicant make application to the Illinois Department of Natural Resources for the procedures and application required to file this conservation plan. This coordination effort should be addressed to Mr. Glen Kruse / Biodiversity Program Manager, Illinois Department of Natural Resources, One Natural Resources Way, Springfield, Illinois 62702-1271.

Based on IDOT applying for the ITA, consultation is closed on this project. It is important that this process be implemented immediately to assure the project meet any pending construction schedule. If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

A handwritten signature in black ink that reads "Steve Hamer". The signature is written in a cursive style with a large, stylized "S" and "H".

Steve Hamer
Transportation Review Program
Division of Resource Review and Coordination

cc: Glen Kruse, IDNR/ORC/Stewardship and Protection
Charles Perino, Illinois Department of Transportation-BDE

Correspondence with County/Municipal Agencies



November 26, 2002

The Honorable Ann Hutchinson
City of Bettendorf
Bettendorf City Hall
1609 State Street
Bettendorf, IA 52722

Subject: I-74 Iowa-Illinois Corridor Study (IM-74-1(122)0—13-82)

Dear Mayor Hutchinson:

This letter is in regards to the ongoing I-74 Iowa-Illinois Corridor Study. Specifically, we are writing to assess your interest and commitment to maintain the Iowa-bound I-74 bridge over the Mississippi River for future use as a pedestrian/bicycle facility.

As you are aware, the Iowa Department of Transportation and Illinois Department of Transportation are jointly conducting an engineering and environmental study of I-74 extending from 23rd Avenue in Illinois to 53rd Street in Iowa. The study is being advanced under the guidance of the I-74 Project Steering Committee. The objective of this study is to develop a recommended plan for correcting the existing capacity, operational, and safety deficiencies along I-74 and at the existing Mississippi River bridges. Roadway construction alternatives under consideration include adding lanes to I-74, constructing new wider bridge(s) for I-74 over the Mississippi River, and improving existing interchanges and connecting local roadways. Other improvement features such as transportation system management strategies, transit and bike/pedestrian trail enhancements are also being considered in conjunction with proposed roadway improvements. A recommended improvement plan for I-74 will be identified in the Final Environmental Impact Statement (Final EIS) after the Draft Environmental Impact Statement (Draft EIS) has been circulated and comments received. The I-74 improvement plan will be approved in the Record of Decision (ROD).

In conjunction with our ongoing environmental studies, we are evaluating options for avoiding or minimizing impacts to sensitive environmental resources along the corridor. One of these resources is the Iowa-bound Mississippi River Bridge, which is a historic structure eligible for the National Register of Historic Places. We have considered several options for continued use of the existing I-74 bridges for interstate traffic, and have determined that they are not reasonable alternatives since they do not address the project purpose and need, particularly relating to roadway design and safety. Project build alternatives therefore include abandonment of the existing Mississippi River bridges for I-74 interstate traffic and the construction of a new improved I-74 structure(s).

Although we have determined that the existing Iowa-bound bridge cannot be re-used for interstate traffic, we continue to evaluate the viability of retaining the existing Iowa-bound bridge for other transportation uses such as for an exclusive bicycle/pedestrian crossing. As you are aware, we are considering the provision of a new bicycle/pedestrian crossing over the Mississippi River with the I-74 improvements in response to public interest in expanding trail connections in the region. We are evaluating three options in this regard:

- ❑ Retaining and converting the existing Iowa-bound I-74 bridge to an exclusive bike/pedestrian crossing,
- ❑ Constructing a physically separated bike/pedestrian trail along the new I-74 bridge(s),
- ❑ Providing no new bike/pedestrian crossing over the Mississippi River.

Both new crossing options would include construction of trail connections to the existing riverfront trails in Iowa and Illinois. Both new crossing options would require local support and participation.

As a first step, we must confirm the viability of retaining and converting the Iowa-bound bridge to an exclusive bike/pedestrian crossing. This option is reasonable and practical only if there exists a commitment from a local agency to assume jurisdiction, future liability, and financial responsibility for the bridge. In general, local financial responsibilities would include the following:

- Cost participation for initial structural modifications, as well as costs for any required connections to adjacent bicycle/pedestrian facilities. Initial structural modifications include both structural repairs as well installation of fencing, signage, and expansion joint coverage to allow safe use by bicyclists and pedestrians. Specific local agency cost sharing responsibilities for these modifications would be negotiated at a later date.
- Long term maintenance and operating costs, including operating expenses, liability costs, and ongoing structural inspections and repairs. The local agency would be 100% responsible for long term maintenance and operating costs.
- Any resultant incremental design and construction cost increases for a new I-74 bridge, which may be required to accommodate retention of the existing bridge. Incremental costs and specific local agency cost responsibilities would be developed and negotiated at a later date.

We have prepared a preliminary cost analysis for the initial structural modifications and long term maintenance and operating costs for this option. Cost estimates are summarized on the enclosed Table 1 (Iowa-Bound Bridge Re-Use Cost Estimate).

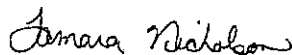
At this time, please advise us of your interest in potential bicycle/pedestrian accommodations at the I-74 Mississippi River crossing, as well as your interest and

commitment to maintaining the existing Iowa-bound I-74 Mississippi River bridge for continued use as a bicycle/pedestrian facility. Note that although both DOT's and the Federal Highway Administration have come to agreement in principal that a physically separated trail crossing could be constructed (with appropriate design provisions) along the new I-74 bridge, no decisions or commitments have been made in this regard. Therefore, all three bicycle/pedestrian crossing options remain under consideration. In order to avoid a possible need to revisit this issue in the future, we request your input on the continued use option on the premise that other bike/pedestrian options (i.e. construction of a trail along the new I-74 bridge(s)) prove to be unachievable. Under these circumstances:

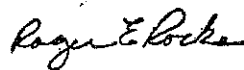
- 1) Are you willing or able to assume jurisdiction and future liability for the Iowa-bound bridge and to operate the bridge as a bike/pedestrian facility? If your answer is no, skip to question #2.
 - 1a) Are you willing to assume all future maintenance and operating costs?
 - 2a) Are you willing to participate in the costs of the initial modifications and trail connections?
- 2) If the Iowa-bound bridge was removed, what measures do you think are appropriate to retain a historical record of the bridge?

We would appreciate your advisement of interest in bicycle/pedestrian accommodations at the I-74 Mississippi River crossing and your response to the above questions by December 27, 2002. If you have any questions or would like to discuss this matter further, please contact Tamara Nicholson of the Iowa Department of Transportation at 515/239-1797.

Sincerely,



Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation



Roger Roche, P.E.
District Engineer
Illinois Department of Transportation

Cc: Becky Hiatt/Federal Highway Administration
Mr. Decker Ploehn/City of Bettendorf

TABLE 1: IOWA-BOUND MISSISSIPPI RIVER BRIDGE RE-USE PRELIMINARY COST ESTIMATE (1)

	Estimated Costs			Estimated Schedule
	2002 \$	2% Inflation Rate (2)	4% Inflation Rate (2)	
Initial Construction & Structural Repairs				
Trail Connection Construction (3)	\$2.1M	\$2.4M	\$2.9M	2010
Structure Improvements & Modifications (4)	\$5.2M	\$6.1M	\$7.1M	2010
Structure Inspection & Repairs (5)	<u>\$8.9M</u>	<u>\$10.4M</u>	<u>\$12.1M</u>	2003, 2010
Subtotal	\$16.2M	\$18.9M	\$22.1M	
Cumulative Maintenance & Operating Costs				
Maintenance and Operations (6)	\$5.1M	\$12.0M	\$27.7M	2011–2075 (annually)
Structural Inspections & Repairs (7)	<u>\$8.8M</u>	<u>\$20.8M</u>	<u>\$52.5M</u>	2011–2075 (varying schedule)
Subtotal	\$13.9M	\$32.8M	\$80.2M	
Total Estimated Cost	\$30.1M	\$51.7M	\$102.3M	

(1) Estimated life-cycle costs for conversion of Iowa-bound I-74 bridge to exclusive bike/pedestrian facility. Analysis assumes opening of bike/pedestrian facility in 2011 and continued operation through 2075.

(2) Assumes constant 2% and 4% inflationary rates from 2002 through 2075.

(3) Construction costs only; assumes new trail connections would be constructed within existing public right-of-way.

(4) Includes installation of fencing, signage, and expansion joint coverage to allow use by bicyclists and pedestrians.

(5) Includes in depth main cable and remaining life study and miscellaneous structural repairs. Remaining cable life study (\$300,000) would be completed in 2003 if decision is made to retain existing bridge.

(6) Includes operating expenses, routine maintenance, labor costs, and insurance costs.

(7) Includes regular structural and main cable inspections, structural repairs, and bridge washing and painting.

11/26/02 Letter Distribution:

1. cc all letters to Becky Hiatt/FHWA
2. bcc all letters to Tammy Nicholson/Iowa DOT and Kevin Marchek/Illinois DOT
3. four addresses as noted below with additional cc's.

City of Moline:

The Honorable Stan Leach
City of Moline
619 16th Street
Moline, IL 61265

Cc: Mr. Dale Iman
City of Moline
619 16th Street
Moline, IL 61265

City of Bettendorf:

The Honorable Ann Hutchinson
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Cc: Mr. Decker Ploehn
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Scott County:

Mr. Ray Wierson
County Administrator
Scott County
518 W. Fourth Street
Davenport, IA 52801

Cc: Mr. Larry Mattusch
Scott County
Courthouse Annex
518 W. Fourth Street
Davenport, IA 52801

Rock Island County:

Rock Island County Board
Attn: County Board Chairman
County Office Building
1504 Third Avenue
Rock Island, IL 61201

Cc: Mr. Gary Lange
Rock Island County
PO Box 797
851 W. 10th Avenue
Milan, IL 61264